

NORTH-SOUTH GREENWAY GAP CLOSURE PROJECT

CENTRAL MARIN FERRY CONNECTOR TO THE GREENBRAE PEDESTRIAN OVERCROSSING

JULY 2015

THE PROJECT

As one of a series of projects sponsored by the Transportation Authority of Marin (TAM), this project will close a key gap in the North-South Greenway non-motorized transportation network. The project proposes replacing the existing narrow sidewalk along the US 101 Northbound off-ramp with a wider multi-use pathway, and will improve pedestrian and bicycle access along a section of Old Redwood Highway. This project will greatly enhance safety and accessibility of the North-South Greenway within the City of Larkspur. The north end of the project is on the north side of Corte Madera Creek at the touchdown of the future Central Marin Ferry Connector (CMFC) multi-use pathway. The south end of the project is the Greenbrae Pedestrian Overcrossing (POC) on the east side of Highway 101.

TAM has selected a well-qualified project team of transportation design professionals to provide environmental review and design services for the Greenway Project. The planning, environmental review, and design process is expected to take approximately two years to complete. The public has been invited to participate in two public workshops in spring and summer of 2015. Input received at these two workshops will help guide the early development of the project. Interested stakeholders can follow project progress by visiting the project website at www.nsgreenwaygapclosure.com.

PROJECT PURPOSE

The purpose of the project is to encourage pedestrian and bicycle travel by:

- Improving pedestrian and bicycle facilities to meet current design standards and provide safe access for all users.
- Improving pedestrian and bicycle connectivity between the Central Marin Ferry Connector, the Greenbrae Pedestrian Overcrossing, the Larkspur Ferry Terminal, and regional & local bus stops in the area.
- Providing a transportation infrastructure that encourages non-motorized travel modes while reducing vehicular congestion in the area.



KEY PROJECT GOALS

The project goals and design guidelines will be refined based on community input:

- Improve safety and accessibility for all types of non-motorized users.
- Improve connectivity by providing efficient linkage and wayfinding to the Bay Trail, future Central Marin Ferry Connector, future SMART Larkspur Rail Station, Larkspur Ferry Terminal, bus transit, and surrounding businesses.
- Protect the Bay and other natural resources and enhance opportunities for their environmentally responsible enjoyment.
- Attract and accommodate a greater volume of pedestrian and bicycle users.
- Minimize impacts on existing parking and reduce parking demand at the Larkspur Ferry Terminal and surrounding areas.
- Deliver project quickly and within the existing publicly owned rights-of-way.



COMMUNITY INPUT

Two public workshops will be hosted to receive community feedback on the project.

- **SPRING 2015:** The first workshop introduced the project scope, purpose and need, outlined the project schedule, and gave the public an opportunity to provide input on project goals and priorities.
- **SUMMER 2015:** The second workshop presented design alternatives developed by the project team based on design goals established during the first workshop and feedback received from the community. This workshop provided opportunities for public feedback.

PROJECT TIMELINE

ENVIRONMENTAL REVIEW PROCESS

February - December 2015

PRELIMINARY ENGINEERING & DESIGN

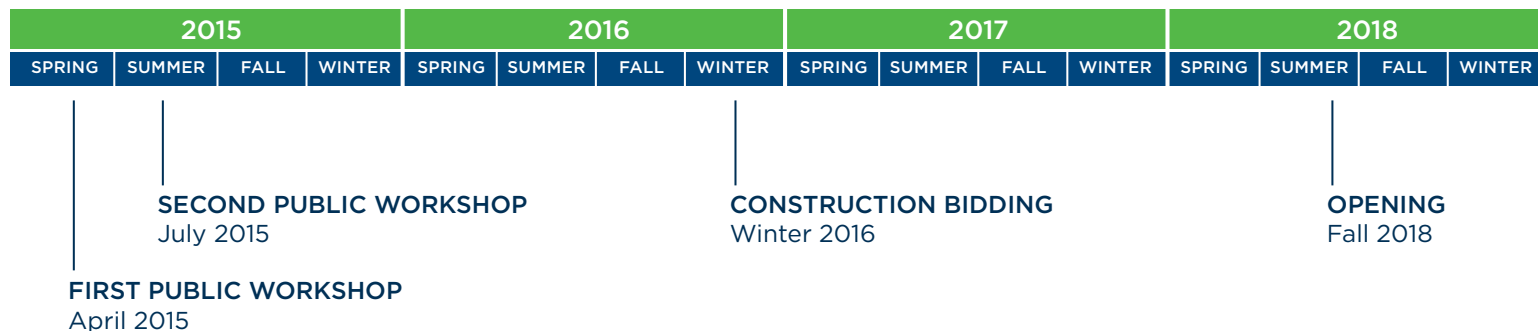
February - October 2015

FINAL DESIGN

Winter 2015 - Winter 2016

CONSTRUCTION

Spring 2017 - Fall 2018



PROJECT SPONSORS

This project is led by the Transportation Authority of Marin in cooperation with the California Department of Transportation (Caltrans), the City of Larkspur, and the County of Marin.



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